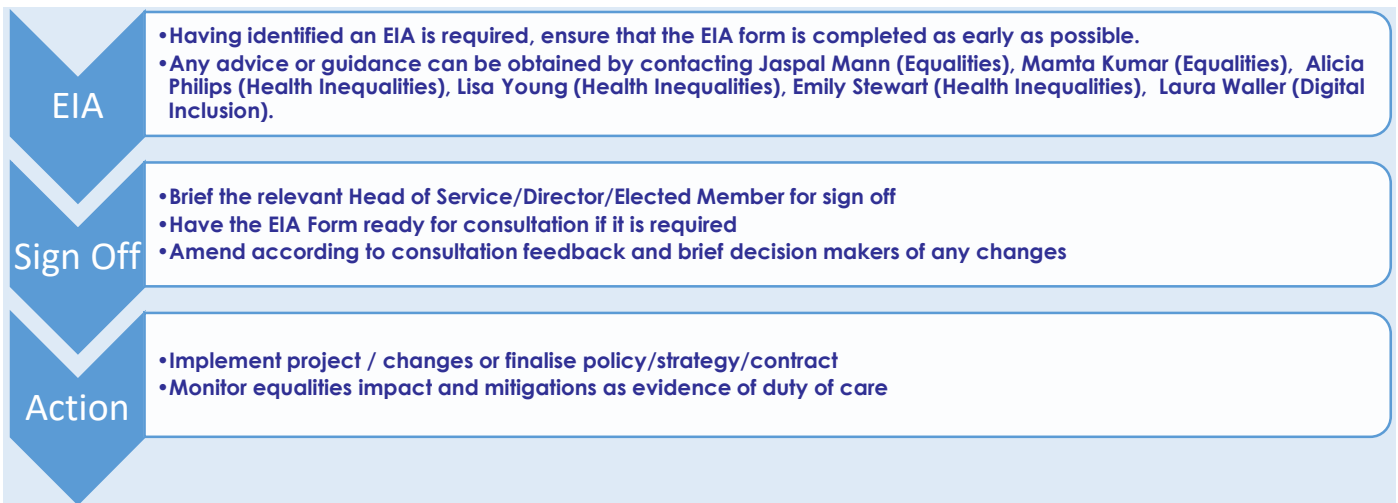


EQUALITY IMPACT ASSESSMENT (EIA)



Title of EIA		City Centre Traffic Management Plan – Phase 1A High St Loop
EIA Author	Name	Daniel Colley
	Position	Project Manager
	Date of completion	18/10/2023
Head of Service	Name	Colin Knight
	Position	Director of Transportation, Highways and Sustainability
Cabinet Member	Name	Clr Patricia Hetherton
	Portfolio	City Services



PLEASE REFER TO [EIA GUIDANCE](#) FOR ADVICE ON COMPLETING THIS FORM

SECTION 1 – Context & Background

1.1 Please tick one of the following options:

This EIA is being carried out on:

- New policy / strategy
- New service
- Review of policy / strategy
- Review of service
- Commissioning



Other project (*please give details*) – **changes to City Centre Traffic Management**

1.2 In summary, what is the background to this EIA?

Introduction

We want the city centre to be a place where people want to live, work, shop and enjoy leisure activities. We want more people to use public transport and we want less air pollution and noise, by reducing the amount of running engines and unnecessary traffic in key areas of the city. We want pedestrians and cyclists to have improved safety. We know that in other areas that have introduced schemes like this air quality has improved due to a reduction in fossil-fuelled vehicle passage.

We also want key areas in the busiest places to be free from parked and unauthorised vehicles, so the footpaths are safer where and when footfall is highest.

High Street Loop – Traffic Management Changes

From December 2023 we will be introducing new measures to regulate how vehicles access the High Street and Cathedral area. High Street will no longer be accessible via Little Park Street directly, and a number of other measures are detailed below that further restrict access to the High Street. This is a continuation of an interim marshalled point of entry control that had operated since 2020. Previously, high numbers of vehicles were accessing the High Street and parking in the existing restricted zone to access the banks or collect takeaway food. This was exacerbated in 2020 by the need to social distance, with banks operating a queuing system. The reduction in traffic on the High Street was generally well-received, and so the measures remained after social distancing was reduced. The council is now intending to make these measures official using Experimental Traffic Regulation Orders (ETRO). There will be a six months statutory objection period following which, if no objections are received, the ETRO will be made permanent.

The restrictions will be enforced by a banned left turn from Little Park Street into High Street (except cycles) plus a signed pedestrian zone on Greyfriars Lane. Only taxis, cycles and permit holders would be allowed to enter the pedestrian zone and thus gain access to High Street, Pepper Lane and Cuckoo Lane via Greyfriars Lane. A set of bollards would permanently cease through-route access from Bayley Lane into Cuckoo Lane / Pepper Lane, requiring all traffic to enter the west side of the cathedral via Greyfriars Lane pedestrian zone. Other than the permanent bollards on Bayley Lane, the measures will be live from Monday to Saturday, between 10am and 6pm. Access is unrestricted outside of these times. People can still access Bayley Lane to the point of the bollards. All Council House staff have been informed and key access/egress points remain accessible.

Residents and businesses within the zone will be eligible for an annual access permit, and a number of daily 'voucher' permits will also be available for residents and businesses to issue to their visitors, contractors etc. Street News communications will first inform the key people of the scheme. Permits will be made available via a letter drop which will inform residents and businesses how to apply for permits, with facilities available to apply online or to call the admin team and set up permits. To ease introduction of the scheme, there will be a period where only warning letters will be issued before formal fines. All those permitted to access but who have been unable to obtain a permit due to misinformation or inability will receive a waiver for their first fine but will be instructed explicitly how to obtain a permit upon issue of this waiver.

The measures will help make the city a safer and more enjoyable place for local people and visitors, whilst also aiming to improve air quality in the city centre by reducing the amount of traffic.

The changes – shown on the map below – mean that between 10am and 6pm from Monday to Saturday, traffic will be restricted on:

- High Street – **no left turn except cycles from Little Park Street directly onto High Street.** All traffic accessing High Street during the restricted times would need to enter via Greyfriars Lane.
- Bayley Lane – through access to Cuckoo Lane will be prevented via a series of new bollards (moveable for large events). Access is only available to Cuckoo Lane via Salt Lane/Little Park Street junction, Greyfriars Lane, Pepper Lane. St Mary’s Street and the section of Bayley Lane east of St Mary’s Street will remain accessible at all times from Earl Street.

Blue badge parking and access

Blue badge parking will remain where it currently is and there will be no loss in allocated spaces. Blue Badge holders are permitted access but need to apply for an annual permit for the High Street area (free of charge, via the internet or over the phone) and will be able to park as at present with their blue badge.

Little Park Street / Greyfriars Lane / High Street



- | | |
|---|---|
| <ul style="list-style-type: none"> 1 No entry into High Street from Earl Street 2 Proposed Greyfriars Lane Pedestrian Zone between 10am and 6pm Monday to Saturday. No vehicles except: <ul style="list-style-type: none"> a. taxis b. cycles c. permit holders | <ul style="list-style-type: none"> 3 No change to rise and fall bollard in Broadgate 4 Existing restrictions on Priory Street stay the same 5 Bayley lane will be closed with bollards |
|---|---|



1.3 List organisations and people who are involved in this area of work?

- Access Development Group
- Age Concern
- Belgrade Theatre
- Bus / coach operators
- Blue badge holders
- Banks
- CCC Independent Travel Team
- City centre businesses
- City centre healthcare facilities
- City centre residents
- Coventry Cathedral (Management and Diocese)
- Coventry Market
- Coventry University
- Council House
- Culture Coventry (Transport Museum and Herbert)
- CVLife (The Wave)
- Designing Out Crime/British Transport Police
- Disability Groups, including National Federation for the Blind, Guide Dogs Association, Coventry Wheelchair Users
- Disability, Equality and Access Panel
- Emergency Planning
- High Street Banks and Businesses
- Historic Coventry Trust
- Holy Trinity Cathedral
- Local / national environmental bodies
- Lower Precinct
- Midlands Connect
- Places of Worship
- Property owners whose land / rights over land is required
- Registered Social Landlords
- Residents associations
- Skydome and surrounding businesses
- Student accommodation
- Taxi drivers
- Transport for West Midlands
- West Midlands Combined Authority

SECTION 2 – Consideration of Impact

Refer to guidance note for more detailed advice on completing this section.



In order to ensure that we do not discriminate in the way our activities are designed, developed and delivered, we must look at our duty to:

- Eliminate discrimination, harassment, victimisation and any other conflict that is prohibited by the Equality Act 2010
- Advance equality of opportunity between two persons who share a relevant protected characteristic and those who do not
- Foster good relations between persons who share a relevant protected characteristic and those who do not

2.1 Baseline data and information

- Please include an analysis of the equalities data your service holds. This could include surveys, complaints, compliments, management information and customer profiles. *(Please refer to Diversity Guide)*
- Where possible compare your data to local data using
 - Facts about Coventry
 - Census 2011
 - Census 2021
 - JSNA

Consultation

In March 2023, a Street News newsletter was issued to all residents and businesses within the affected areas. This detailed the proposal and was accompanied with a drop-in session for people to find out more about what was being done.

Within the impacted area there are a number of food businesses, and the cathedral is also located in the area. This generated concern around the original scheme's impact on the mealtime rushes (and their economic impact for the food venues) and congregational visitation during the Sunday period. As a result of this feedback, the times were changed from between 10am and midnight to between 10am and 6pm and are now to run only from Monday to Saturday inclusive.

Coventry City Centre Accessibility Study

In 2021 the Council's Transport and Highways team commissioned Atkins to undertake a strategic accessibility study of the city centre and provide advice on adjustments and mitigations that would be likely in order to address the Council's Public Sector Equality Duty under the Equality Act. The study outlined recommendations for improvements for people with accessibility issues, and positive and negative impacts of the proposed changes.

Recommendations in the study for this project include:

- Avoid creating administrative systems that could be barriers for people who live outside the city if a permit system were used for areas where restricted access is proposed – the permit system proposed here uses



a website and a free phonenumber to minimise marginalisation of permit applicants and make the process as swift and simple as possible.

- Managing permitted access zones. Such zones present challenges to Blue Badge vehicles' access to the city centre – in this scheme all blue badge holders can be granted a pass free of charge upon application, meaning they have priority access where required over other road users who are not residents or business workers in the area.
- It is important to note that pre-registration in order to gain access can in itself be a barrier – so to minimise this we have extensive communications strategies plus a simple website and free phonenumber.
- Each area has designated drop-off points that is as close to the key facilities in those areas and as near to the centre of the city as possible. In practice this could be within car parks, which could provide a short-stay, charge-free time to enable drop-offs to take place – a similar method was adopted on the CCTMP (City Centre Traffic Management Plan) sister project at the Burges and will be enacted here if the need arises during the measures' experimental period.

Pre-Covid Data on Unauthorised Use of High Street

A number of vehicles have been found to routinely utilise the footway for parking. Anecdotal evidence from usage of the roads during pandemic restrictions highlighted the severity of the vehicular passage on the footway, as more pedestrians had to use the footway to safely queue and access venues. At the time, informal enforcement was introduced under temporary circumstances to reduce traffic passage by using marshal control. This was shown to make a substantial reduction in conflict between pedestrian footway users and vehicles accessing the footway – hence the ethos of the new proposed formal measures takes these restrictive principles as a foundation to be enhanced.

Benefit for Protected Characteristic groups

A number of protected characteristic groups benefit from low traffic environments, and restricting the volume of traffic and reducing the likelihood of vehicles accessing footpaths in the High Street area will make a substantial accessibility improvement for footpath users, especially vulnerable groups such as the elderly, disabled and children. This is elaborated upon below in Section 2.2.

2.2 On the basis of evidence, complete the table below to show what the potential impact is for each of the protected groups.

- Positive impact (P),
- Negative impact (N)
- Both positive and negative impacts (PN)
- No impact (NI)

Any impact on the Council workforce should be included under question 5.0 – **not below*

EQUALITY IMPACT ASSESSMENT (EIA)



Protected Characteristic	Impact type P, N, PN, NI	Nature of impact and any mitigations required
Age 0-18	PN	<p>Children and young people may be more vulnerable to the health impacts of air pollution (World Health Organization (2013) Review of evidence on health aspects of air pollution).</p> <p>There is also good evidence for the association between the development of asthma in childhood and traffic-related air pollution.</p> <p>High Street is a busy area for pedestrians, including children and young people, and therefore reducing traffic in this area should reduce the impact of air pollution on this group amongst others.</p> <p>Children are also a designated vulnerable road user due to reduced visibility, and less developed perceptions of risk, so a reduction in traffic within the area will reduce the risk of injury arising from collisions by reducing the conflict between pedestrians and vehicles.</p> <p>Maintaining obstacle free footway routes will also ensure unrestricted use of the footway, which is particularly relevant for this group due to reduced mobility. The reduction in traffic on High Street by virtue of the interim scheme has already allowed the council to replace part of a loading bay with seating, which acts as a useful facility for anyone wanting to pause and rest.</p> <p>There may be some inconvenience for children who may be used to being dropped off closer to their destination, however the reduction in proposed operating hours has reduced the impact when this additional distance would be most sensitive, i.e. at night (by shortening the end of the restriction to 6pm). No schools are located within the area, and alternative drop-off locations are available close to the High Street, and therefore this negative impact is considered to be slight.</p>
Age 19-64	PN	<p>Those most likely to be affected by air pollution are people with asthma, lung disease, COPD, autism or a cardiovascular disease – measures aim to directly reduce the quantity of polluting road vehicles in the design area.</p> <p>Those in this age category are most likely to use the Cathedrals and Food Businesses, with deliberate vehicle to door access now being hindered. There are ample parking and loading opportunities</p>

EQUALITY IMPACT ASSESSMENT (EIA)



		<p>however for people to access these destinations on foot, and the removal of vehicles from the area will make the area generally safer for these groups to access the above locations.</p>
Age 65+	PN	<p>Older people may be more dependent on private motor cars for their transport needs, especially if their walking mobility is limited, and older people are more likely to have Blue Badge parking permit. Schemes which limit or reduce car access could have a negative impact on this group. However, blue badge holders will be able to apply for a permit to continue to access to the area, and by removing extraneous traffic this group will effectively have prioritised access and will be able to more easily access the disabled bays . Illegal use of these bays by non-Blue Badge holders will also be reduced.</p> <p>Older people are also designated vulnerable road users, so would benefit from walking in environments where there is less conflict with motorised traffic, with attendant safety benefits.</p> <p>Maintaining obstacle free footway routes will also ensure unrestricted use of the footway, which is particularly relevant for this group due to reduced mobility. The reduction in traffic on High Street by virtue of the interim scheme has already allowed the council to replace part of a loading bay with seating, which acts as a useful facility for anyone wanting to pause and rest.</p>
Disability		<p>All areas of the city centre will still be accessible via motor vehicle and provision of blue badge parking close to these areas will be retained, increasing opportunities for mobility impaired people to enjoy the urban space and the benefits that that brings. Access to blue badge parking areas within the scheme will require a successful application of a permit, however the vast majority of the city centre’s blue badge parking lies outside the zone.</p> <p>Introducing a permit system that requires additional application for Blue Badge users may prohibit some from accessing if they cannot use the internet or a phone, but there are multiple methods of application to suit all needs and officers will hand deliver letters informing them of the measures with a substantial period of time to apply (approximately four weeks). We have also given businesses the ability to designate permits for their visitors, which gives an alternative option for people who may not be able to apply for a permit themselves due to disability, impairment, etc.</p>

	<p>PN</p>	<p>Some of the permit times do not perfectly align with the hours of the Phone-in admin team leaving two hours from 1600-1800 on Mon-Fri plus a whole period on Saturday where there is no secondary application method for those who cannot use digital means. If this is reported as a severe enough issue, hours of the phone teams could be reviewed and extended to cover these additional hours.</p> <p>Air pollution can increase the risk of several chronic diseases that contribute to the progression of disability. Fewer cars in the area means fewer emitting sources of pollution, thereby providing health benefits.</p> <p>This may also support those with neurological disabilities where the environment is currently challenging.</p> <p>Noise reduction caused by fewer cars will make the zone more enjoyable and easier to navigate for those with sensory issues.</p> <p>Pedestrian routes will mostly remain as they are currently. Any changes to pedestrian routes or access could be confusing for people with visual impairments. Where there are changes to access, we will work with the Council's Independent Travel team to support training around new routes.</p> <p>Many disabled people rely on taxis to get around and to get close to the businesses or services, Taxis registered with Coventry City Council will have permitted access to High Street under the restrictions.</p> <p>For disabled people who have conditions that can cause fatigue, longer journeys can cause exhaustion. The measures here do not increase journey length just reorientate direction of traffic flow.</p> <p>Making a journey more difficult and/or confusing or complicated can mean that it becomes a barrier for disabled people leaving the house and visiting shops and services, there will be clear advance signage telling of the new traffic flows and communication messages through a variety of means (social media, press communication, written communication and through CCC disabled groups and contacts).</p> <p>However, maintaining obstacle free footway routes will ensure unrestricted use of the footway, which is particularly relevant for</p>
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EQUALITY IMPACT ASSESSMENT (EIA)



		<p>this group due to reduced mobility or where mental or cognitive impairment may lead to conflict-induced distress.</p> <p>The reduction in traffic on High Street by virtue of the interim scheme has already allowed the council to replace part of a loading bay with seating, which acts as a useful facility for anyone wanting to pause and rest, offering physical and mental respite.</p>
Gender reassignment	PN	<p>There may be some moderate benefits in terms of reduced exposure to anti-social driving behaviour, which may exacerbate existing gender and identity inequalities. There may be some reduced amenity for people who want to be dropped off or picked up close to their destination or place of work due to fear of gender-related harassment, but reduced operation hours compared to the first proposal has largely mitigated this.</p>
Marriage and Civil Partnership	NI	<p>There is no impact on this group</p>
Pregnancy and maternity	PN	<p>Evidence suggests that air pollution can affect the growth of the unborn baby and may be linked to premature birth. Therefore, the reduction in nitrogen dioxide levels brought about by the changes (designed reduction) to traffic in the city centre should have a positive impact on this group.</p> <p>Maintaining obstacle free footway routes will also ensure unrestricted use of the footway, which is particularly relevant for this group due to reduced mobility. The reduction in traffic on High Street by virtue of the interim scheme has already allowed the council to replace part of a loading bay with seating, which acts as a useful facility for anyone wanting to pause and rest.</p> <p>There is a negative impact on this group's ability to be picked up or dropped off close to destinations, but reduced operation hours compared to the first proposal has largely mitigated this.</p>
Race (Including: colour, nationality, citizenship ethnic or national origins)	PN	<p>There may be some moderate benefits in terms of reduced exposure to anti-social driving behaviour, which may exacerbate existing race inequalities. There may be some reduced amenity for people who want to be dropped off or picked up close to their destination or place of work due to fear of race-related harassment, but reduced operation hours compared to the first proposal has largely mitigated this.</p>
Religion and belief	PN	<p>Access to places of worship will remain – with the road space now freer for permitted visitors and users of the places of worship.</p>

EQUALITY IMPACT ASSESSMENT (EIA)



		<p>There are no restrictions on Sundays, but access will now be required via a slightly longer route than Bayley Lane direct – this may confuse some visiting members or regular congregation and cause short term distress.</p> <p>The restrictions, and the closure on Bayley Lane, will, however, also reduce traffic levels on the streets immediately adjacent to the cathedral, thereby creating a more pleasant environment for churchgoers, especially those arriving on foot.</p>
Sex	PN	<p>There may be some moderate benefits in terms of reduced exposure to anti-social driving behaviour, which may exacerbate existing gender and identity inequalities. There may be some reduced amenity for people who want to be dropped off or picked up close to their destination or place of work due to fear of sex-related harassment, but reduced operation hours compared to the first proposal has largely mitigated this.</p>
Sexual orientation	PN	<p>There may be some moderate benefits in terms of reduced exposure to anti-social driving behaviour, which may exacerbate existing sexual orientation inequalities. There may be some reduced amenity for people who want to be dropped off or picked up close to their destination or place of work due to fear of sexual orientation-related harassment, but reduced operation hours compared to the first proposal has largely mitigated this.</p>

SECTION 3 – HEALTH INEQUALITIES - See the health inequalities pre EIA guidance sheet for this section.

3	Further information on health inequalities is available on the Intranet
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3.1 Please tell us how the proposal you are submitting this EIA form will reduce health inequalities:

Please include which Marmot Principles this work covers.

- Give every child the best start in life – by reducing traffic passage and air pollution in this key city area we hope to make early life better for the younger people as they grow and develop through childhood.
- Ensure a healthy standard of living for all – we aim to reduce point source emitters of carbon monoxide, nitrogen oxides and particulate matters, creating a healthier space for all of the city users.



- Create and develop healthy and sustainable places – we will build on the adjacent pedestrianised zone, keeping vehicle passage lower to generate safer streets for pedestrians and providing places where clean air and safe spaces to walk are abundant for people to enjoy.
- Environmental sustainability – by restricting general car passage for non-permitted vehicles (private vehicles who don't need to access the residents or businesses in that area by vehicle) we are enforcing more people to share taxis, use public transport or walk therefore helping to stimulate a reduction in use of personal transport via combustion engine means.

3.2 What information do you have to show you are going to reduce health inequalities:

Living in healthy places is protective of good health. Where we live, and how we travel in our communities, impacts our physical health, wellbeing and connectedness. We are making the measures to, in part reduce the likelihood of vehicle-pedestrian collision in the area, of which there has been almost one incident per year since 2017 (according to CCC and Police collision data). The risk was particularly heightened during Covid-19 exterior queuing, where the interface was especially increased due to higher numbers of vehicle borne business users and high numbers of queuing bank customers. This was mainly younger people making their way across the city and older people trying to use the High St services, hence the measures aim to directly reduce the impact on these groups in terms of road safety but also air quality as reduced numbers of traffic will reduce the quantity of point emission sources of carbon and nitrous oxide emissions in the area. The scheme will reduce air pollution so benefit groups who are more likely to experience health inequalities, these groups are also more risk of long-term conditions such as cardiovascular, asthma and respiratory conditions.

The measures will only make the situation worse for people who don't rightfully need access to the High St by vehicle, and for those who only use the High St as a through-route. There are ample diversionary routes for these people to use. The High St is largely pedestrianised anyway so people should only access this area when absolutely necessary, or access by foot if able in other circumstances to protect the other groups.

Streets need to be accessible, easy to cross and safe for people of all ages and of all physical abilities. Traffic calming schemes can reduce the number of road traffic collisions by around 15% and can provide a strong stimulus for economic growth through increased footfall, increased likelihood of shop visits, and greater levels of physical activity. Reductions in noise and pollution levels, and an increase in social interactions, also benefit health for many groups.

3.3 Who/which groups of people might face the biggest health inequalities for your work and why:

What can be done to improve health equity for the groups of people you have identified?

The overall health and wellbeing in Coventry is below average, with residents living in more deprived parts of the city not only living shorter lives, but also spending a greater proportion of their shorter lives in poor health than those living in less deprived parts of the city.



The life expectancy at birth of the average person in Coventry is 78 years for males and 82 years for females (2018-20). However, this masks significant health inequalities across the city – of 11 years and 8 years respectively. Healthy life expectancy for Coventry, the years residents spend in good health, are 61 and 64 years for males and females respectively; this has decreased and remain below the regional and England averages.

People visiting the local Cathedrals may face more initial adversity in obtaining access due to the permit system now being required to access the areas, however an extensive comms strategy and helpline scheme should aid people in learning about the new measures and how best to use them.

People who struggle with digital technology may also struggle to apply for permits, especially if they are within the disabled group and already have a blue badge so need access and permits – however we are providing a dedicated application phonenumber and free annual permits for these groups and all people who can apply for a permit to minimise this inequality.

3.4 What can be done to improve health equity for the groups of people you have identified?

We are introducing and have been deploying a lengthy comms strategy and have a dedicated helpline. We have also changed the measures based on consultation to not include Sunday so that Sunday service attendees (comprising the largest group out of the identified people) will not be affected by the permit needs.

Comms will ensure marginalised groups (defined by those who are excluded from the initial and basic communications methods) are included in the scheme roll out with effective use of phone lines to supplement the letter drops. Whilst we are initially unable to offer a face to face assistance programme to supplement still the phone lines, this can be reviewed in the event of a large number of people advising they need this to benefit them.

The general target of the scheme will also benefit groups who experience more long term conditions such as cardiovascular, asthma and respiratory conditions as the measures aim to reduce point source carbon emitters therefore making air quality better in the areas of the project. This should help reduce exposure to carbon monoxide, nitrous oxides and particulate matters that are most commonly causal factors in degradation of cardiovascular health.

SECTION 4 - DIGITAL EXCLUSION INEQUALITIES

Please consider the digital exclusion information in the supporting document prior to completing this section.

4.1 Starting point:

EQUALITY IMPACT ASSESSMENT (EIA)



Thinking of the main aims of your work area that this EIA is for; does your work area impact digital inequalities or exacerbate? Y/N

- Does your work assume service users have digital access and skills?
- Do outcomes vary across groups, for example digitally excluded people benefit the least compared to those who have digital skills and access?
- Consider what the unintended consequences of your work might be.

The main permit website assumes everyone has digital access and skills, so there is an identified inequality for those people without digital access and skills. This will be mitigated through provision of a telephone number and dedicated admin team to deal with permit applications from those without digital access and skills.

The permit application process will be communicated through the initial Street News publication and then through letter issued by the relevant CCC team responsible for permits and enforcement.

4.2 Reducing digital exclusion inequalities

Where are the opportunities for your area to reduce digital exclusion inequalities and embed supports/interventions as part of your work?

We will have an online permit system for those who are able to use it, plus a phone-in system for those less able to use digital systems, to minimise our chances of excluding those less digitally able. Existing, proven, Council systems will be used to administer the permit system, meaning that no digital inequalities will result.

5.0 Will there be any potential impacts on Council staff from protected groups?

No

You should only include the following data if this area of work will potentially have an impact on Council staff. This can be obtained from: Nicole.Powell@coventry.gov.uk

EQUALITY IMPACT ASSESSMENT (EIA)



Headcount:

Sex:

Female	
Male	

Age:

16-24	
25-34	
35-44	
45-54	
55-64	
65+	

Disability:

Disabled	
Not Disabled	
Prefer not to state	
Unknown	

Ethnicity:

White	
Black, Asian, Minority Ethnic	
Prefer not to state	
Unknown	

Religion:

Any other	
Buddhist	
Christian	
Hindu	
Jewish	
Muslim	
No religion	
Sikh	
Prefer not to state	
Unknown	

Sexual Orientation:

Heterosexual	
LGBT+	
Prefer not to state	
Unknown	

6.0 How will you monitor and evaluate the effect of this work?

Via use of CEO data gathering and ANPR camera data metrics plus analysis of air pollution records and collision data from before and after moment in time of introducing the planned measures.

6.1	Action Planning	
Issue Identified	Planned Action	Timeframe
	Liaise with local councillors to apply directive to unify application process	3 months

EQUALITY IMPACT ASSESSMENT (EIA)



Blue Badge Holders may need to apply for multiple permits		

7.0 Completion Statement

As the appropriate Head of Service for this area, I confirm that the potential equality impact is as follows:

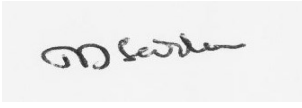

No impact has been identified for one or more protected groups

Positive impact has been identified for one or more protected groups

Negative impact has been identified for one or more protected groups

Both positive and negative impact has been identified for one or more protected groups Y

8.0 Approval

Signed: Head of Service: 	Date: 5th January 2024
Name of Director:  Colin Knight	Date sent to Director: 06th February 2024
Name of Lead Elected Member:	Date sent to Councillor:

EQUALITY IMPACT ASSESSMENT (EIA)



Email completed EIA to equality@coventry.gov.uk