

Environment, Development & Housing – Budget Proposals (2015-16)

Questions from CVS feedback session 2nd December 2014

EIA 33 – Public Conveniences

1. The proposal needs more detail. What is the consultation activity? Will there be consultation done specifically with disabled groups?
2. Who did the Scrutiny Panel (in 2013) consult with? (The Fed rep was not aware).
3. Mitigating actions:
 - Will parks with cafes therefore be targeted, if a café has a toilet?
 - How will it be determined that people might be ‘closer to their homes’?
 - What are the signage proposals?
 - Is there further information on the ‘Use Our Loo’ scheme – and why are businesses not interested?

EIA 35 – Planning Pre-application Charges

1. How will the ‘fair system’ proposed in the mitigating impacts be decided?
2. Pre-application checks are already free for disabled people: is the proposal now to charge for these? Some of the fees for adaptations are also currently waived: will they continue to be?
3. If there will not be exemptions, will there be subsidies for disabled people?

EIA 36 – Supported Bus Routes

1. Increasing housing costs mean that poorer people are moving out to areas potentially serviced by these routes – therefore there is likely to be a disproportionate impact on low income people and families.
2. Carers using these routes may also be affected.
3. In all the proposals, are these routes currently served at all times and during all days of the week, or just specific times/days?
4. The Age impact doesn’t mention people’s needs to access support services. Reduction/loss of the routes doesn’t just mean that people won’t be able to get into the city, but also that people won’t be able to get into the areas served, to access support/voluntary groups, or to provide caring support.

5. The impacts overall are too general: different routes will have different demographics in their neighbourhoods, so therefore potentially different impacts felt. These need to be analysed.
6. Mitigating actions: could other bus routes be extended into affected areas?
7. What information is there currently on who uses these routes most?

EIA 37 – Parking Charges

1. 'Pay by Phone'
 - Does this require a Smart phone?
 - This form of payment does require that people have a credit card, which may have a disproportionate impact on people with lower incomes.
 - Deaf people: what are the adjustments in the phone system for them?
 - Can someone give authorisation to another person to pay on their behalf, or at least to set them up initially on the system?
 - Is it a freephone number? Different mobile providers charge for different numbers.
 - Many people use their phones only for texting and don't have credit for calls: can they access the system and pay using just texts?
2. Blue Badge Fraud:
 - Is this a face-to-face 'challenge' or work done behind the scenes? Related to this, is it likely to be an 'opportunistic' challenge (when someone with a blue badge is seen parking), or will there be efforts to identify persistent offenders, or intelligence that suggests someone might be using the badge fraudulently?
 - The critical part here is how the enforcement investigators engage with disabled people. Will they have disability awareness training? will they be clear that not all impairments are visible?
 - Discretion and sensitivity are needed if these are going to be on-street challenges.
3. General question about Blue badge scheme: there was confusion as to whether it is the individual or the vehicle (or vehicles) which are registered?

EIA 38 – Prison Accommodation Officer

1. Impacts: is race/ethnicity a factor in the demographics of prisoners and/or though currently benefitting from the service?
2. Within the mitigating actions the intention is to pass on the specialist knowledge of this role to other staff: how can this be done, if lots of people are picking up parts of this responsibility?

3. Is the service already linked in with local organisations involved in work with offenders/ex-offenders? Like MENDOS - <http://www.mindcharity.co.uk/mind-directory/mendos> and other BME cultural and arts groups. (Umit Ozturk from the Euro-Mediterranean Resources network specifically volunteered to be a link for this, if useful – E: umit@euromernet.org – T: 07572 383727)

EIA 39 – Housing Sustainability Team

1. Suggested additional mitigation: consult with private sector landlords to promote take-up of schemes.
2. The YES partnership ‘aims to bring together Local Authorities’: will this be achieved before the current team is disbanded? Will there be a gap in provision while this is fully established?
3. What are the options in terms of European funding or private sector funding? Can the council take the lead in bidding for some of this money, to help fill the gap?

EIA 40 – Supporting People

1. More information is needed on what this proposal involves and what the likely impacts will be.
2. The proposal description refers to a decision made on 3rd Nov at a commissioning meeting: what is the outcome of that and what are the final, agreed proposals?
3. When the proposal refers to ‘commissioning’, what is being commissioned? How? When? From whom?
4. Does this include support for 16-18 year-olds? What is the provision for this group?
5. What about the risks to young families in temporary accommodation? These are likely to be significant.
6. LGBT groups have not been identified? Are there likely to be disproportionate impacts for them?
7. Have the increasing needs being generated by an ageing population and increasing levels of chronic illness really been taken into account?
8. Given the potential for higher impacts on A&E admissions and ASB, have the impacts on the emergency services been measured, and discussed with them?
9. One of the mitigating impacts refers to ‘task and finish’ groups. What are these? What consultation has been considered or conducted by them?

10. Not all of the identified impacts have mitigating actions to address them. These need to be listed, or if mitigations are not possible this should be stated.

EIA 41 – Housing Car Parks/Garages

1. General point: clarification is needed about whether mobility scooters parked in bays when they are power charging are 'parked vehicles' and therefore need to pay?