

Name of proposal/policy	Changes to on-street pay and display parking	Budget number (if applicable)	17-006-13
Service area responsible	Transport and Highways	Cabinet meeting date	19 December 2017
Name of completing officer	Debbie Taylor-Bond	Date EqIA created	7/12/17 Updated 2 nd Feb 2018
Approved by Director / Assistant Director	Roy Boulton	Date of approval	11.12.17 Update approved 2 nd Feb 2018

The Equality Act 2010 places a 'General Duty' on all public bodies to have 'Due regard' to:

- Eliminating discrimination, harassment and victimisation
- Advancing equality of opportunity
- Fostering good relations

We do this by undertaking equality impact assessments (EqIAs) to help us understand the implications of policies and decisions on people with protected characteristics – EqIAs are our way of evidencing this.

All assessments must be published on the NCC equalities web pages. All Cabinet papers where an EqIA is relevant **MUST** include a link to the web page where this assessment will be published. If you require assistance in getting your EqIA published, please contact equalities@northamptonshire.gov.uk

PART 1

Description of current provision/policy and main beneficiaries/stakeholders

Subject to the outcome of the formal traffic order consultation, this proposal is to increase the charges, timescales (for when charges will apply) and the maximum stays allowable for on-street pay and display parking. In detail the changes proposed are:-

- Extend the timescales for when pay and display charges will be applied to between 7am-7pm Monday to Sunday inclusive. (Current charges applied are between 8am-6pm Monday to Saturday with no charges on Sunday)
- Increase on-street pay and display parking charges from £1 per hour to £1.20 per hour.
- Increase the maximum allowable stay for pay and display on-street from 1 hour to 2 hours.

The income from parking and traffic enforcement is used first and foremost to support the provision of the Parking Service with any surplus being ring-fenced for transport related projects. Therefore any increases in income received will help to mitigate increase reinvestments into the transport infrastructure, for example essential highway maintenance that supports the community at large.

The main beneficiaries/stakeholder of parking controls include everyone who travels to or through the town centres or prime areas where on-street pay and display parking is in place including :-

- Visitors,
- shoppers,
- businesses,
- employees and employers,
- bus companies and other transport providers,
- residents,
- worshippers

Description of proposal under consideration/development

This proposal is for changes to be made to the Council's on-street pay and display parking and includes increasing the hours and days for when on-street parking charges will apply, increasing the hourly charge rate and extending the maximum allowable stay that is available.

Parking controls are a vital traffic management tool that keeps traffic moving, maintains road safety, and promotes the social and economic revitalisation of the town centres by ensuring that the limited amount of space that may be used for parking is made available to those who need it. On-street pay and display parking charges are introduced in town centres and in prime areas where there is need for traffic management intervention. All of the pay and display parking primarily affected by this proposal is currently within Northampton Town Centre.

- Extend/increase the hours and days for pay and display on-street parking.

Currently, on-street pay and display charging is applicable between the hours of 8am-6pm Monday to Saturday inclusive. This proposal is to extend the hours and days when charging will apply to 7am-7pm Monday to Sunday inclusive.

The purpose of introducing Sunday parking charges is needed to respond to changing patterns of behaviour within the town centres on Sundays and to cater for increased demands for parking which in some instances can be as high on a Sunday as it is on other days.

Increasing the hours of charging to between 7am-7pm Monday to Sunday inclusive will assist in ensuring regular turnover of valuable parking locations improving accessibility for some people.

- Increase on-street pay and display parking charges from £1 per hour to £1.20 per hour.

The last increase of charges for on-street pay and display was in 2008. Increasing the on-street pay and display parking charges will generate more income to support essential Council services.

- Increase the maximum allowable stay for pay and display on-street parking from 1 hour to 2 hours.

Longer stay parking will help visitors to the town in Bridge Street, George Row and Mercers Row, where the length of stay permitted is currently not sufficient. This will bring these roads in to line with the remainder of the Town Centre. This will also reduce confusion for motorists giving a consist approach.

When proposing and/or reviewing parking needs the Council considers:

- The Council's transport and wider policy objectives
- Statutory or legal requirements that may affect the setting of fees
- Car ownership patterns
- The increasing demand for parking
- Traffic management issues
- Market conditions – (parking charges in other Towns and Authority areas)
- Cost of delivering the service
- Impact of charges on relevant stakeholders

Data used in this Equality Impact Assessment (general population data where appropriate but each EqlA should contain information on people who use the service under consideration – if this is not applicable to your proposal then you probably do not need to do an EqlA)

Data Source (include link where published)	Please summarise what the data tells us – for example “X number of people use this service, X are male, Y are female etc”
<p>Equalities monitoring data is not available for users of pay and display bays as shoppers and visitors will come from any area within the County and elsewhere. There are some places of worship in the main areas where pay and display is available.</p> <p>In terms of usage of the pay and display parking around 340,000 tickets are issued which would result in 340,000 individual stays. It is estimated that the proposed changes would increase the number of individual stays by 135,990.</p>	

Tick the relevant box for each line by using a capital 'P' to make a <input type="checkbox"/>	Based on the above information, what impact will this proposal have on the following groups?			
	Positive	Negative	Neutral	Unsure
Sex			√	
Gender Reassignment			√	
Age				√
Disability	√			
Race & Ethnicity			√	
Sexual Orientation			√	
Religion or Belief (or No Belief)				√
Pregnancy & Maternity			√	
Human Rights (Please see articles in toolkit)			√	
Other Groups (rural isolation, socio-economic exclusion etc)				√

Initial impact	
Explain your findings above	Actions identified to mitigate, advance equality or fill gaps in information
<p>Positive</p> <ul style="list-style-type: none"> ● Evidence of increased parking turnover is positive and indicates people can park where they need to more readily especially beneficial for short stay visits by shoppers and visitors. ● Blue badge holders benefit from easier access to convenient parking locations. ● Business and traders benefit from easier access for some customers/shoppers. ● Benefits for public transport by encouraging bus travel and ensuring services more viable. ● Increase in charges may make more motorists use the off-street car parks giving a better turnover of the spaces on-street in the town. <p>Negative</p> <ul style="list-style-type: none"> ● potential impact on low income households who cannot afford parking charges. ● Potential impact on town centre workers who will be displaced from some current parking areas. ● impact on local residents and their visitors. 	<p>The implementation of any changes will require for formal consultation to be undertaken which will help to inform any gaps in information.</p> <p>Blue badge holders are not charged for parking. The proposals will result in an increase in turn over and provide more opportunity for blue badge holders to park on a Sunday and later in the evening.</p>

Do you need to undertake further work (e.g. consultation, further equality analysis) based on the impact and actions identified above? If yes, set this out below and then carry out the work and complete Part 2

To be assessed further following the outcome of the review.

This proposal forms part of the draft budget consultation, which runs from 20th December to 30th January. A final decision on this and other budget proposals will be made in February 2018. This EqIA will be updated with findings from the consultation and will inform the decision by Full Council on 22nd February 2018.

PART 2 – if required

Consultation, follow up data and information gathered from actions identified above	
	What does this information tell us?
<p>This proposal formed part of the corporate consultation on all Phase 2 Budget proposals which ran from 20th December 2017 to 30th January 2018.</p> <p>Local people and organisations were able to have their say about the Draft Budget proposals in a range of ways, by:</p> <ul style="list-style-type: none">• Visiting the Draft Budget and Council Plan Consultation webpage and responding via the online questionnaire (available in standard and easy read format);• Emailing consult@northamptonshire.gov.uk; Writing to Draft Budget and Council Plan Consultation, Northamptonshire County Council, County Hall, Northampton, NN1 1DN;• Using social media: Tweeting @mycountycouncil or posting comments on the mycountycouncil Facebook page;• Using the toolkit to hold their own discussions and feeding back to us;• Signing or submitting a petition or e-petition• Attending a drop-in consultation event held in each district/borough council area <p>During the consultation, almost 300 questionnaires were completed.</p>	<p>In the feedback in relation to comments made about people with protected characteristics, we had a small number of comments relating to parking charges on a Sunday and people attending places of worship, and feeling that it was unfair to charge for parking for this activity.</p>

Final impact analysis (taking the findings from Part 2 into account) – including review date if required
<p>Taking into account the feedback received, the final impact for this proposal has been re-assessed as neutral in respect of the following protected characteristics of age, religion or belief and other.</p> <p>Whilst some comments were received regarding changes to Sunday parking, within the areas affected by this charging proposal it has been determined that there is adequate free off street parking available on a Sunday to mitigate the feedback received.</p>

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Gender Reassignment			√	
Age			√	
Disability	√			
Race & Ethnicity			√	
Sexual Orientation			√	
Religion or Belief (or No Belief)			√	
Pregnancy & Maternity			√	
Human Rights (Please see articles in toolkit)			√	
Other Groups (rural isolation, socio-economic exclusion etc)			√	