

EQUALITY IMPACT ASSESSMENT

TITLE: – MTFS PARKING REVIEW PROJECT

VERSION CONTROL

| Date | Version | Author | Description of Changes |
|------------|---------|-----------------|------------------------|
| 25.06.2021 | 1 | Mark Fleming | Original |
| 02.07.21 | 2 | Richard Hibbert | Reviewed |
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EQUALITY IMPACT ASSESSMENT

CHESHIRE EAST COUNCIL - EQUALITY IMPACT ASSESSMENT

Stage 1 Description: Fact finding (about your policy / service /

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| Department | <i>Strategic Transport & Parking</i> | | Lead officer responsible for assessment | <i>Mark Fleming – Project Manager</i> | |
| Service | <i>Parking Services and Cheshire East Highways</i> | | Other members of team undertaking assessment | <i>Mrs Lorraine Martin – Parking Services Manager</i> | |
| Date | 25/06/2021 | | Version 1 | | |
| Type of document (mark as appropriate) | | | | | Service |
| Is this a new/ existing/ revision of an existing document (please mark as appropriate) | | | | | Revision |
| Title and subject of the impact assessment (include a brief description of the aims, outcomes, operational issues as appropriate and how it fits in with the wider aims of the organisation) Please attach a copy of the strategy/ plan/ function/ policy/ procedure/ service | <p><u>Consultation on Proposed Changes to Parking Tariffs arising from the Medium-Term Financial Strategy</u></p> <p><u>Brief Description</u></p> <p>The Council will undertake a 30-day statutory consultation on the proposals for parking changes. The proposals for consultation have been fully reviewed and updated to take on board stakeholder feedback provided through a 9-week informal consultation with stakeholders and the public between November 2020 and January 2021. This elicited views on the role of parking and its ties with the council's economic, environmental and community policies. Respondents were invited to provide their views using an online survey or through formal representations made to an email address. The full report is appended and has been published on the 'Consultation results' part of the council's website. These 3783 responses have helped to develop the proposals.</p> <p>The proposals comprise:</p> <ol style="list-style-type: none"> 1. Charges in off street car parks where no charges currently apply; 2. Introduction of a uniform Sunday parking charge; 3. Standardisation of parking tariffs across the borough based on a Zone 1 (Inner), Zone 2 (Outer) and Railway charging structure; and | | | | |

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4. Harmonise on-street parking restrictions in some towns.

These proposals would not impact on Blue Badge Holders (off-street or on-street). Contract permit parking would be available in some car parks within the towns that currently have free parking, to reduce costs for regular users.

Overall Aim of Proposals

- To deliver the aims and objectives set out in the High-Level Parking Strategy, which forms part of the Local Transport Plan (LTP) that was adopted by the council in 2019;
- To ensure that the parking regime is fair, transparent, and consistent for all service users across the whole Borough; and
- To improve parking management across the Borough; and
- To assist in the delivery of the strategic objectives outlined in the 2021-25 Medium term Financial Strategy (MTFS).

Outcomes

- To inform and facilitate any future decision on whether the proposals should be implemented or not, which will be taken by the Highways and Transportation Committee in January 2022 following analysis of all representations received from this statutory consultation; and
- To ensure fair, transparent, and informed decision-making with regard to the provision of parking services across the Borough.
- To comply with all relevant statutory regulations when making changes to relevant Traffic and Parking Orders.

Operational Issues

- To ensure that no individuals or groups with protected characteristics are disadvantaged by the proposals.

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| | <p><u>How the proposals fit with the wider aims of the council</u></p> <p>In 2019, the Council approved a high-level parking strategy as part of its Local Transport Plan. This established the need to introduce a consistent approach to car parking across the Borough to enable car parking to better support the strategic objectives of the Council.</p> <p>In setting the MTFs, along with the proposed investment in highways and strategic transport matters, the council also gave approval to bringing forward a set of proposals for consultation to address the inconsistencies in car parking arrangements across the Borough and to tackle the opportunity of not charging appropriately for car parking.</p> <p>The council, as a Best Value Authority, must be able to demonstrate that it is achieving value for money for the discretionary services that it chooses to operate. All car parks require maintenance, management and enforcement and therefore cost money for the council to operate. This is currently met from a budget allocated from the general fund and is in competition for funding with social care and other statutory obligations. The current car park charging arrangements, with a mixed and inconsistent approach to car park charging, with many being free, do not demonstrate how the council is achieving value for money from its car parking service.</p> |
| <p>Who are the main stakeholders, and have they been engaged with? (e.g. general public, employees, Councillors, partners, specific audiences, residents)</p> | <p>The main stakeholders are the statutory bodies that the council is legally obliged to consult with and the general public themselves who may be our residents, service users, workers, commuters, shoppers, and visitors to the borough. In addition, the Council's staff and representative organisations will have an interest in the proposals.</p> <p><u>Survey Feedback – November 2020 to January 2021</u></p> <p>Stakeholders and respondents were able to provide responses via an online survey, email or letter. An Equality Impact Assessment was completed prior to this consultation. Full details of the responses are included in the final consultation report, which is available on the Cheshire East Council website at: https://www.cheshireeast.gov.uk/pdf/Council-and-democracy/Consultations/Consultation-results/Car-Parking-Survey-2020-Full-report.pdf</p> <p>Following analysis of feedback from the survey, emissions-based parking charges and late night parking charges have not been brought forward as part of our proposals. However, 59% of respondents favoured increased levels of enforcement to reduce inconsiderate or illegal parking. In response, the original proposal to extend parking tariffs to Sundays has been modified to an approach that would introduce a maximum £1 daily charge on Sundays,</p> |

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| | <p>not an hourly tariff as for weekdays. This approach would make a financial contribution to the unavoidable operating costs of car parks on Sundays, simplify enforcement whilst distinguishing Sundays from the standard working week. It will also facilitate enforcement. The Highways and Transport Committee Report explains why they have been included.</p> <p>Car parks are proposed to be split into tariff zones with:</p> <ul style="list-style-type: none"> • Zone 1 (Z1) comprises central car parks i.e., those located within 300 metres / 5-minute walk of the centre. • Zone 2 (Z2) includes 'edge of centre or out of centre' or car parks serving Local Service Centres as defined in the Local Plan. • In Zone 1, short stay (up to 4 hours) parking tariffs would be 20p more expensive for the first hour and 90p more for 4 hours, than in Zone 2. • Long stay parking (up to 10 hours) would be £2.20 more expensive in Zone 1 than in Zone 2. • These proposed tariffs are consistent with existing tariffs for most Crewe and Macclesfield car parks. • Where a car park is heavily used by rail commuters at main rail stations (more than 1.5 million passengers annually), the Zone 1 tariff band applies with one adjustment, which remains unchanged at £7.50 for all-day parking (6 to 10 hours). |
| What consultation method(s) did you use? | See above – noting that the methods used took account of guidelines relating to the national pandemic which were effective at that time. |

Stage 2 Initial Screening

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| Who is affected and what evidence have you considered to arrive at this analysis? (This may or may not include the stakeholders listed above) | <p>None of the proposals would impact on Blue Badge Holders (i.e. persons with visible and non-visible disabilities) and they would be able to continue parking for free on-street (where specific disabled bays are provided) and off-street (in dedicated disabled bays) as long as they comply with the terms and conditions of their permit. Blue Badge Holders would also be able to continue parking in other areas such as on double yellow lines for up to 3 hours, again providing they comply with the terms and conditions of their permit and the Highway Code.</p> <p>Feedback from the survey showed that cash-free payment options at all car parks was the second most popular suggestion for parking services improvement, with 44% overall showing a preference for this. As part of the proposals, cashless-enabled machines could be introduced in large car parks where more than one Pay & Display machine is required (i.e. if a car park requires two Pay & Display machines due to its overall size, one may be cashless but the other one will have a cash option). However, no off-street car parks would be wholly cashless and as a result the</p> |
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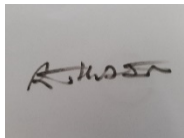
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| | <p>proposals are not expected to have a significant impact on persons who prefer / need to rely on cash as a means of payment e.g. elderly users or persons without access to a bank account.</p> <p>There are proposals for Sunday Parking Charges to be implemented in the council's town and village car parks. At some locations, the council propose to introduce parking charges at car parks that may serve Churches and other places of worship. This could be seen to have a disproportionate impact on religions who worship on a Sunday. However, there are no exceptions or exemptions in the current parking regime for other religions who may worship on days other than Sunday. Therefore, the proposals are not considered to disproportionately impact on religions who worship on a Sunday, in fact they are considered to address an existing unfairness affecting people who worship on days other than Sundays.</p> |
| Who is intended to benefit and how? | <p>Through the use of some cashless machines, the incidence and risk of vandalism/ theft is expected to decrease as the opportunity to steal money from parking machines is reduced. There will also be a cost saving to the council for cash collection and processing. The repairs undertaken by the council are financed by parking revenue. This outcome could release additional funds to provide other service improvements, maintenance or new technologies.</p> <p>Residents of towns and villages are expected to benefit from the effects of improved parking management and enforcement, as well as from a fair and harmonised parking regime that removes the existing inequalities between places across the Borough.</p> <p>The proposals are expected to encourage greater turnover of parked vehicles in our towns and villages, enabling more visits and greater footfall to the benefit of businesses. There would also be increased levels of enforcement to manage illegal or inconsiderate parking which is reported to the Council as a source of anxiety/ disruption to some residents.</p> |
| Could there be a different impact or outcome for some groups? | <p>The proposals would not impact disproportionately on people with disabilities, as Blue Badge Holders have a number of dispensations from parking restrictions.</p> <p>The proposals are not expected to disproportionately impact on the lowest income individuals / families as these groups are less likely to own/use a car or van.</p> <p>The use of cashless machines is not considered to disproportionately impact on certain groups with protected characteristics because cash use has declined during COVID-19. None of the off-street car parks would be fully cashless.</p> |

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| | | | There is an impact on religious groups that worship on Sundays, as a result of introducing charges on Sundays. However, this measure is considered to address an existing unfairness affecting people who worship on days other than Sundays. | | | | | |
| Does it include making decisions based on individual characteristics, needs or circumstances? | | | There will be a decision made based on the representations received during the Statutory Consultation period, however the proposals would not affect individual groups with protected characteristics (e.g. Blue Badge Holders - Disability). | | | | | |
| Are relations between different groups or communities likely to be affected? (e.g. will it favour one group or deny opportunities for others?) | | | It is not anticipated that this will significantly change relations between user groups or communities because the proposals would create greater harmonisation across the Borough. Harmonisation of parking tariffs across the towns and villages in Cheshire East removes an historical unfairness with some places effectively subsidising those that have retained free parking. | | | | | |
| Is there any specific targeted action to promote equality? Is there a history of unequal outcomes (do you have enough evidence to prove otherwise)? | | | Historically, the parking services operations and activities were different across the three former district Councils. When the Cheshire East authority was formed, these parking regimes were inherited which resulted in disparity and potential inequality across the Borough. One of the purposes of the proposals is to harmonise the parking regime and provide greater consistency and fairness in the parking service experience for users. | | | | | |
| Is there an actual or potential negative impact on these specific characteristics? (Please tick) | | | | | | | | |
| Age | | N | Marriage & civil partnership | | N | Religion & belief | | N |
| Disability | | N | Pregnancy & maternity | | N | Sex | | N |
| Gender reassignment | | N | Race | | N | Sexual orientation | | N |
| What evidence do you have to support your findings? (quantitative and qualitative) Please provide additional information that you wish to include as appendices to this document, i.e., graphs, tables, charts | | | | | | | Consultation/ involvement carried out | |
| Information and appendices to the Highways and Transportation Committee report (July 2021) summarises our background research and benchmarking with other partners. | | | | | | | | |
| | | | Yes (in-depth and extended survey in 20/21 and there will be statutory public consultation over a 6-week period in 2021) | | | | | |
| Age | | | <i>Does this service provide any specific impact for different age groups? If so, what is this?</i> | | | | | No |
| | | | <i>Persons aged under 18years are generally unaffected as they are not eligible to drive.</i> | | | | | |

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| Disability | <i>There is a Blue Badge scheme which facilitates free parking for those who are eligible, and they may be the driver or passenger (Visible and non-visible disabilities)</i> | No | |
| Gender reassignment | <i>Does this service provide any impact for those who have undergone gender reassignment? If so, what is this?</i> No specific impacts as the service is available to all users | No | |
| Marriage & civil partnership | <i>Does this service provide any impact for people who are married or have a civil partner?</i> No specific impacts as the service is available to all users | No | |
| Pregnancy & maternity | <i>Does this service provide any impact for women who are pregnant or on maternity leave?</i> No specific impacts as the service is available to all users | No | |
| Race | <i>Does this service provide any impact for people from a particular race? If so, what is this?</i> No specific impacts as the service is available to all users | No | |
| Religion & belief | <i>Does this service provide any impact for people from different faith groups? If so, what is this?</i> No specific impacts as the service is available to all users | No | |
| Sex / gender | <i>Does this service provide any impact for men or women? If so, what is this?</i> No specific impacts as the service is available to all users | No | |
| Sexual orientation | <i>Does this service provide any impact for people who are gay, lesbian etc.? If so, what is this?</i> No specific impacts as the service is available to all users | No | |
| | | | |
| Proceed to full impact assessment? (Please tick) | | No | Date 2 July 2021 |
| | | | |
| Lead officer sign off | | Date | |
| Head of service sign off Richard Hibbert Head of Strategic Transport & Parking |  | Date 2 July 2021 | |

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If yes, please proceed to Stage 3. If no, please publish the initial screening as part of the suite of documents relating to this issue

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Stage 3 Identifying impacts and evidence

This section identifies if there are impacts on equality, diversity and cohesion, what evidence there is to support the conclusion and what further action is needed

| Protected characteristics | Is the policy (function etc....) likely to have an adverse impact on any of the groups? Please include evidence (qualitative & quantitative) and consultations <i>List what negative impacts were recorded in Stage 1 (Initial Assessment).</i> | Are there any positive impacts of the policy (function etc....) on any of the groups? Please include evidence (qualitative & quantitative) and consultations <i>List what positive impacts were recorded in Stage 1 (Initial Assessment).</i> | Please rate the impact taking into account any measures already in place to reduce the impacts identified <i>High:</i> Significant potential impact; history of complaints; no mitigating measures in place; need for consultation <i>Medium:</i> Some potential impact; some mitigating measures in place, lack of evidence to show effectiveness of measures <i>Low:</i> Little/no identified impacts; heavily legislation-led; limited public facing aspect | Further action (only an outline needs to be included here. A full action plan can be included at Section 4) <i>Once you have assessed the impact of a policy/service, it is important to identify options and alternatives to reduce or eliminate any negative impact. Options considered could be adapting the policy or service, changing the way in which it is implemented or introducing balancing measures to reduce any negative impact. When considering each option, you should think about how it will reduce any negative impact, how it might impact on other groups and how it might impact on relationships between groups and overall issues around community cohesion. You should clearly demonstrate how you have considered various options and the impact of these. You must have a detailed rationale behind decisions and a justification for those alternatives that have not been accepted.</i> |
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| Age | | | | |
| Disability | | | | |
| Gender reassignment | | | | |
| Marriage & civil partnership | | | | |

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| Pregnancy and maternity | | | | |
| Race | | | | |
| Religion & belief | | | | |
| Sex | | | | |
| Sexual orientation | | | | |
| <p>Is this change due to be carried out wholly or partly by other providers? If yes, please indicate how you have ensured that the partner organisation complies with equality legislation (e.g. tendering, awards process, contract, monitoring and performance measures)</p> | | | | |

Stage 4 Review and Conclusion
ASSESSMENT

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| Summary: provide a brief overview including impact, changes, improvement, any gaps in evidence and additional data that is needed | | | |
| Specific actions to be taken to reduce, justify or remove any adverse impacts | How will this be monitored? | Officer responsible | Target date |
| | | | |
| | | | |
| | | | |
| Please provide details and link to full action plan for actions | | | |
| When will this assessment be reviewed? | | | |
| Are there any additional assessments that need to be undertaken in relation to this assessment? | | | |
| | | | |
| Lead officer sign off | | Date | |
| Head of service sign off | | Date | |

Please publish this completed EIA form on the relevant section of the Cheshire East website