

# Impact Assessment

Version 2015

<b>Assessment of:</b>	Review of Parking Dispensation Scheme
<b>Service:</b>	Highway Management

<b>Head of Service:</b>	David Whitton
<b>Date of sign off by Head Of Service/version:</b>	
<b>Assessment carried out by (incl. job title):</b>	Chris Rook (Senior Officer Parking and Enforcement)

## Section 1 - Background

<b>Description:</b>	To further develop the existing Parking Dispensation Scheme currently in place by adding a scratch card product, and annual permit.
<b>Reason for change and options appraisal:</b>	To allow greater flexibility for contractors and assist in effective management of associated parking.

## Section 2 - Key impacts and recommendations

<b>Social/equality impacts:</b>	The revisions to the parking dispensation scheme allows access to parking for those legitimately requiring to do so. Good relations are fostered as the revisions are informed by member and customer feedback.
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Environmental impacts:	The Parking Dispensation Scheme contributes to the effective management of traffic and should therefore have a positive impact on reducing pollution and improving local air quality.
Economic impacts:	Whilst a charge will be applied to ensure the service is sustainable this will be minimal such that contractors large or small are not at detriment when tendering for work.
Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):	-
How will impacts and actions be monitored?	The success of the revision will be monitored by the parking enforcement team, and will be reported in an annual service review document.

### Section 3 - Profile and views of stakeholders and people directly affected

People affected:	The service is currently used by primarily contractors requiring access to parking in order to carry our works in communities across the whole of Devon. In the last financial year in excess of 15,000 applications for dispensations were made.
Diversity profile and needs assessment of affected people:	The service has impact across all population profiles and characteristics.
Other stakeholders:	-
Consultation process:	The review of the service has been informed by existing users (Contractors), residents, and Members. The intentions to revise the service has been discussed with Highway and Traffic Order Committees (HATOC) county wide and reviewed by the Place Scrutiny Committee.
Research and information	The changes will be reliant upon a new Traffic Regulation Order and associated legal advertising process.

used:	Existing users whose emails are held on file will be proactively contacted to inform of intended changes and the mechanism by which they may comment as part of the advertising process.
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# Background Analysis

This section describes how relevant questions and issues have been explored during the options appraisal.

## Section 4a - Social Impacts

### Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief.

This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).

The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:

- Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
- Proportionate (negative impacts are proportionate to the aims of the policy decision)
- Fair
- Necessary
- Reasonable, and
- Those affected have been adequately consulted.

<b>Characteristics</b>	<b>Describe any actual or potential negative consequences (e.g. disadvantage or community tensions) for the groups listed.  (Consider how to mitigate against these).</b>	<b>Describe any actual or potential neutral or positive outcomes for the groups listed.  (Consider how to advance equality/reduce inequalities as far as possible).</b>
All residents (in general):	<p>There is a charge to contractors that may be passed onto residents as an increase to the cost of works. The cost of the service is considered proportionate and minimal. It is equal amongst all users.</p> <p>The introduction of the annual permit seeks to mitigate against significant costs for contractors.</p>	<p>The application of a charge will make the service cost neutral, ensuring that it is sustainable and that there is no detrimental impact on any other service provided by the County.</p> <p>A by product of charging may be to reduce demand for dispensations such that only the most essential vehicles are presented. This will also reduce demand on available parking.</p>

Age (from young to old):	There is no specific impact to this group	There is no specific impact to this group
Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:	There is no specific impact to this group	There is no specific impact to this group
Culture/ethnicity: nationality, skin colour, religion and belief:	There is no specific impact to this group	There is no specific impact to this group
Sex, gender and gender identity (including Transgender & pregnancy/maternity):	There is no specific impact to this group	There is no specific impact to this group
Sexual orientation:	There is no specific impact to this group	There is no specific impact to this group
Other socio-economic factors such as families, carers, single people/couples, low income, vulnerability, education, reading/writing skills, 'digital exclusion' and rural isolation.	No other socio-economic factors identified	No other socio-economic factors identified
Human rights considerations:	No other human rights considerations identified	No other human rights considerations identified

## Section 4b - Environmental impacts

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties.

The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please select from the table below and proceed to the 4c, otherwise complete the environmental analysis table):

	Devon County Council's Environmental Review Process for permitted development highway schemes.
	Planning Permission under the Town and Country Planning Act (1990).
	Strategic Environmental Assessment under European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment".

	<b>Describe any actual or potential negative consequences.</b> <b>(Consider how to mitigate against these).</b>	<b>Describe any actual or potential neutral or positive outcomes.</b> <b>(Consider how to improve as far as possible).</b>
Reduce waste, and send less waste to landfill:	There is no specific impact to this activity	There is no specific impact to this activity
Conserve and enhance biodiversity (the variety of living species):	There is no specific impact to this activity	There is no specific impact to this activity

Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	There is no specific impact to this activity	There is no specific impact to this activity
Conserve and enhance the quality and character of our built environment and public spaces:	There is no specific impact to this activity	There is no specific impact to this activity
Conserve and enhance Devon's cultural and historic heritage:	There is no specific impact to this activity	There is no specific impact to this activity
Minimise greenhouse gas emissions:	-	The Parking Dispensation Scheme contributes to the effective management of traffic and should therefore have a positive impact on reducing pollution and improving local air quality.
Minimise pollution (including air, land, water, light and noise):	-	The Parking Dispensation Scheme contributes to the effective management of traffic and should therefore have a positive impact on reducing pollution and improving local air quality.
Contribute to reducing water consumption:	There is no specific impact to this activity	There is no specific impact to this activity
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	There is no specific impact to this activity	There is no specific impact to this activity

Other (please state below):	-	-
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### Section 4c - Economic impacts

	<b>Describe any actual or potential negative consequences. (Consider how to mitigate against these).</b>	<b>Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).</b>
Impact on knowledge and skills:	There are no new knowledge or skill requirements	There are no new knowledge or skill requirements
Impact on employment levels:	There is no expected impact on employment levels	There is no expected impact on employment levels
Impact on local business:	All local business will have access to the service, and whilst a charge is applied it is considered proportionate and minimal. It is equal amongst all users.	Based on feedback from existing users there is likely to be a perceived positive outcome for these businesses in the reduced demand for administration in booking dispensations for each specific site with a greater uptake in annual permits and scratchcard booklets anticipated.

### Section 4d - Combined Impacts

Linkages or conflicts between social, environmental and economic impacts:	No specific links
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**Section 5 - 'Social Value' of planned commissioned/procured services:**

<p>How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?</p>	<p>Main benefits will be in regards of enhanced access by contractors, better management and reduced demand for parking.</p>
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