

# Impact Assessment



Assessment of: Residents Parking Policy

Service: Highways Infrastructure Development and Waste

Head of Service: Meg Booth

Version / date of sign off by Head of Service: 25/11/20

Assessment carried out by (job title): Chris Rook, Traffic Management Team Manager

## 1. Description of project / service / activity / policy under review

This review relates to the updated policy for the provision and management of Residents Parking in Devon. In particular the review focused on the provision and pricing of permits in order to manage demand for parking and contribute to the management of congestion, improvement of air quality and uptake of sustainable travel choices.

The review has been conducted by a working group of elected Members and Officers with Policy changes recommended to and approved by Exeter HATOC on 13<sup>th</sup> October 2020 (Item, 162, <https://democracy.devon.gov.uk/ieListDocuments.aspx?CId=168&MId=3887&Ver=4>)

## 2. Reason for change / review

Through the review process the group aimed to ensure that permits were provided in a way that was proportionate and provided a best balance for the needs of the community.

As part of the review the group went on to consider whether the current charges for permits were appropriate and concluded that several changes were required. One key recommendation is that a differential charge should be adopted to provide discourage multiple car ownership and encourage uptake of EV and lower emission vehicles.

The group also considered changes required to ensure that any scheme could be robustly enforced and recommended investment in virtual permit technology allowing issues caused by cancelled or altered permits being displayed in vehicles to be addressed. In order to allow residents to assist in identifying abuse in their zone an online “look-up” system should be provided (subject to data governance checks).

With regards design considerations for future schemes the group considered that schemes should be designed with an exemption for Co Cars (and other recognised car clubs) to encourage uptake of these services and reduced reliance on private car ownership. It was also recommended that where schools are affected by a new residents parking scheme, consideration should be given to provision for essential vehicles where these cannot be accommodated within the school site. Consideration would be conditional on a live School Travel Plan being in place (<https://www.devon.gov.uk/roadsandtransport/safe-travel/road-safety/schools/school-travel-plans/>)

## 3. Aims / objectives, limitations and options going forwards (summary)

The aim of this policy review is to improve the system for residents, businesses and commuters whilst continuing to support DCC’s work to reduce traffic congestion, improve air quality and reduce the county’s impact on climate change.

## 4. People affected and their diversity profile

Residents and local businesses within areas subject to residents parking restrictions. Anyone visiting or working within those areas.

## 5. Stakeholders, their interest and potential impacts

Residents: It would be expected that residents would wish for parking restrictions where they live to be properly managed and therefore the impact of this Policy review would be positive.

The application of a differential permit charge bases on vehicle emissions will make some car ownership choices (including multiple car ownership) more costly. However, the potential to reduce traffic congestion, improve air quality and reduce the county's impact on climate change should be seen as positive. Exemptions for Co Cars (and other recognised car clubs) will encourage uptake of these services and facilitate sustainable transport choices.

Local Businesses: It would be expected that local businesses would wish for parking restrictions near their premises to be properly managed and therefore the impact of this Policy review would be positive. As part of improvements to management additional checks will be carried out to ensure businesses are eligible for permits; those who are eligible will continue to be able to utilise the scheme.

Developers / Residents of New Developments: It would be expected that developers (and residents of those future developments / redevelopments) would see value in eligibility for residents parking permits. Whilst the Policy will not always grant access to such permits the new policy document will provide improved clarity on how rules relating to eligibility will be handled.

## 6. Research used to inform this assessment

Benchmarking from similar local Authorities has been undertaken and officers have liaised with elected Members and legal team.

## 7. Description of consultation process and outcomes

Officers have consulted with elected Members via the working group and Exeter HATOC resolved to support the proposals on 13<sup>th</sup> October 2020 (Item, 162, <https://democracy.devon.gov.uk/ieListDocuments.aspx?CIId=168&MIId=3887&Ver=4>)

As part of delivering the policy proposals a revision will be required to our current Traffic Regulation Order (TRO) in making this change a full formal consultation will be required allowing any comments for or against proposals to be considered.

## 8. Equality analysis

### 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.

Equality : It is not considered that there is any overarching issues relating to these proposals and no specific group is disadvantaged. Disabled Drivers will continue to be able to utilise an exemption to park within areas of residents parking when displaying their blue badge.

Support from family members will continue with provision of Essential Visitor permits.

Provision of care from groups of medical professionals, social workers etc will continue to be covered via our Care and Health Workers Permit without charge (<https://www.devon.gov.uk/roadsandtransport/parking/parking-permits/exemptions-careworkers/>).

Human Rights : With any increase in charging for any service there may be an impact on the lowest income households and therefore their right to "private and family life".

However, the increase in permit charge is low in relation to costs generally associated with car ownership (for example insurance, tax and running costs). The increase in charge is proportionate in context of influencing behaviour to reduce traffic congestion, improve air quality and reduce the county's impact on climate change. The increase in charge is in the same order as neighbouring Authorities.

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the <a href="#">Diversity Guide</a> and <a href="#">See RED</a>]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> <li>• eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>• advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>• foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> </ul> <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the <a href="#">DCC Equality Policy</a>?</p>
<p>All residents (include generic equality provisions)</p>	<p>Within Residents Parking Zones the impact for all residents in affected streets will be a need to purchase and display a permit in their (or visitors) vehicles (or vehicles of any visitor to their address) during hours of operation. The price of these permits will increase with the introduction of new charging structure.</p>	<p>The increase in permit charge is low in relation to costs generally associated with car ownership (for example insurance, tax and running costs). The increase in charge is proportionate in context of influencing behaviour to reduce traffic congestion, improve air quality and reduce the county's impact on climate change.</p> <p>The increase in charge is in the same order as neighbouring Authorities. The introduction of a virtual permit system will mean the residents no longer need to display physical permits in their windscreens. Exemptions for Co Cars (and other recognised car clubs) will encourage uptake of these services and facilitate sustainable transport choices.</p>
<p>Age</p>	<p>The change does not affect this particular group specifically.</p>	<p>-</p>

<p>Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people</p>	<p>Disabled Drivers will continue to be able to utilise an exemption to park within areas of residents parking when displaying their blue badge.</p> <p>Support from family members will continue with provision of Essential Visitor permits. These permits will now be charged for and additional checks carried out to ensure the scheme is properly utilised.</p> <p>Provision of care from groups of medical professionals, social workers etc will continue to be covered via our Care and Health Workers Permit without charge (<a href="https://www.devon.gov.uk/roadsandtransport/parking/parking-permits/exemptions-careworkers/">https://www.devon.gov.uk/roadsandtransport/parking/parking-permits/exemptions-careworkers/</a>).</p>	<p>The introduction of a permit charge will allow improved management and is low (same base price residents permits) in relation to costs generally associated with car ownership (for example insurance, tax and running costs).</p> <p>The increase in charge is proportionate in context of improving management and tackling abuse.</p>
<p>Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief</p>	<p>Within residential areas there are often groups to support groups of certain cultures or ethnicity, there may also be places of worship. These may be at residential addresses or more formal community hubs, such as schools or community centres.</p> <p>Consideration will be given to provision of parking for those using</p>	<p>There is potential that the more flexible issue of visitor permits (in 1 hour sessions) may assist access where there is no limited waiting or pay &amp; display available.</p>

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the <a href="#">Diversity Guide</a> and <a href="#">See RED</a>]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> <li>• eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>• advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>• foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> </ul> <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the <a href="#">DCC Equality Policy</a>?</p>
	<p>these facilities in the form of limited waiting or pay &amp; display bays, as schemes are designed.</p>	



<p>Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)</p>	<p>Within residential areas there are often groups to support parents (including those that are pregnant), for example play groups, or breastfeeding peer support. These may be at residential addresses or more formal community hubs, such as schools or community centres. Consideration will be given to provision of parking for customers in the form of limited waiting or pay &amp; display bays, as schemes are designed. Other facilities that provide a social benefit to other groups are also included in this consideration, such as sports clubs, and other social groups.</p>	<p>There is potential that the more flexible issue of visitor permits (in 1 hour sessions) may assist access where there is no limited waiting or pay &amp; display available.</p>
<p>Sexual orientation and marriage/civil partnership</p>	<p>The change does not affect any particular group specifically.</p>	<p>-</p>
<p>Other relevant socio-economic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access</p>	<p>Within residential areas there may be a greater impact on low income households from price increases.</p>	<p>The increase in permit charge is low in relation to costs generally associated with car ownership (for example insurance, tax and running costs). The increase in charge is proportionate in context of influencing behaviour to reduce traffic congestion, improve air quality and reduce the county's impact on climate change. The increase in charge is in the same order as neighbouring Authorities. Exemptions for Co Cars (and other recognised car clubs) will encourage uptake of these services and facilitate sustainable transport choices.</p>

Characteristics	Potential or actual issues for this group.  [Please refer to the <a href="#">Diversity Guide</a> and <a href="#">See RED</a> ]	<p>In what way will you:</p> <ul style="list-style-type: none"> <li>• eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>• advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>• foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> </ul> <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the <a href="#">DCC Equality Policy</a>?</p>
to transport options, rural/urban		

## 9. Human rights considerations:

The change does not affect any particular group specifically.

## 10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

By continuing to facilitate support to the elderly, vulnerable and disabled to live independently in their own homes, from family, friends, care and health workers, via our Essential Visitors Permit, Care and Health Workers Permit, and exemptions for Blue Badge Holders.

Exemptions for Co Cars (and other recognised car clubs) will encourage uptake of these services and facilitate sustainable transport choices.

In what way can you help people to be safe, protected from harm, and with good health and wellbeing?

By influencing behaviour to reduce traffic congestion, improve air quality and reduce the county's impact on climate change.

In what way can you help people to be connected, and involved in community activities?

By improving access to parking when visiting residents utilising more flexible virtual visitor permit sessions.

Exemptions for Co Cars (and other recognised car clubs) will encourage uptake of these services and facilitate sustainable transport choices.

## 11. Environmental analysis

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 mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	
Planning Permission	
Environmental Impact Assessment	X
Strategic Environmental Assessment	

	<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>
Reduce, reuse, recycle and compost:	There is no specific negative impact.	The introduction of virtual permits (replacing physical permits previously displayed in the vehicles windscreen) will reduce printing, posting and subsequent waste when permits expire.  Approximately 33,000 residents parking permits are printed each year currently.
Conserve and enhance wildlife:	There is no specific negative impact.	There is no specific positive impact.
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	There is no specific negative impact.	There is no specific positive impact.
Conserve and enhance Devon's cultural and historic heritage:	Any new restrictions will require signing.  Within new areas of residents parking, signing is designed to be as un-intrusive as possible, for example the just of residents parking "zones" rather than individually marked bays.	There will be a positive impact on traffic congestion, and air quality which will improve public spaces.

Minimise greenhouse gas emissions:	There is no specific negative impact.	There will be a positive impact on greenhouse gas emissions by introducing a differential charge based on car emissions.
Minimise pollution (including air, land, water, light and noise):	There is no specific negative impact.	There will be a positive impact on traffic congestion, and air quality.
Contribute to reducing water consumption:	There is no specific negative impact.	There is no specific positive impact.
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 negative impact.	There is no specific positive impact.
Other (please state below):	N/A	N/A

## 12. Economic analysis

	<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 is no specific negative impact.	There is no specific positive impact.
Impact on employment levels:	There is no specific negative impact.	There is no specific positive impact.
Impact on local business:	There is no specific negative impact.	Within Residents Parking Zones, all businesses will have access to parking where vehicles are essential to the operation of that business, i.e. eligible for business permits in line with Policy. Additional checks will be carried out to ensure businesses are eligible for permits when applying / reapplying; those who are eligible will continue to be able to utilise the scheme.

### 13. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

No specific links

14. 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?

Main benefits will be in regards of enhanced access to local parking for residents and short term visitors/shoppers, along with better management and reduced demand for parking on street.

15. How will impacts and actions be monitored?

Impact of updated Policy will be monitored through feedback from customers, communities and elected Members.